

S. S. RHINE MARU.
Wobe Rpt ho 3920.
Construction Profile + Decks



Lloyd's Register Foundation w606-0175

CONSTRUCTION PROFILE & DECK PLANS. MAVIGATION BRIDGE SCALE 1/8" = 1-0" ONE ROW OF PILLARS 2"2" D. SOLID BEAMS 6 . 31/2 x . 40, 7 TO ALT. FR. 2 ROWS OF PILLARS 23/4" DIA SOLID.

DECK HEIGHT 7'-6" 18. 36 18 \$ 0. \$ 0. \$ FR. NO. \$ 18". 36"

18". 36"

18". 36"

S. GR. FR. Nº 149 - 157

S. GR. FR. Nº 149 - 157

S. GR. FR. Nº 149 - 157

INTE PL. .44", 23 UNDER DK.

PL. .40", 23 UNDER DK.

BRT.

W. S. P. 8" 8" .56" #

PANTING STRINGERS 27". 38" &

PANTING BEAMS

INTER EDGE 4 FL.

12". 3"2". 3"3". 60" I 37 SO SCO FR NO 33 . 60 33 . 6 BRT.

W. S. P. 8 × 8 × .56 + PANTING STRINGERS 77 × .38 & PANTING BEAMS

INNER EDGE 4 FL. 1

STIFF E

IN FORE PEAK TANK.

FORE PEAK TANK

FORE PEAK TANK

FORE PEAK TANK

FORE PEAK TANK SHAFT TUNNEL FLAT PL. & IN DEEP TANK .40"

INTE .40", 6".6". G". G". G". DEEP TANK .40"

TOP . 34", .44" UNDER HATCH WAYS STIFFE 5". 3". 38" 7 WITH HE REV. 4". 3". . 38" 7 . 36" A PART & TO EVERY FR. IN DEEP TANK. TOP OF TANK SIDE BRACKET 10" 31/2" . 50" J (WITH REV. FR.) TO UPP. DK. UPP. TW. DK. FR. 7" x 31/2" x . 40" T 5/2" x 3/2" x .55" 7 TO UPP. & 21 DK. ALTERNATELY UPP. TW. DK. FR. & LOWER TW. DK. INTERMEDIATE FRAMES 7" x 3/2" x .40" 7 18" SCARPHED FRAME OUT OF D. B. 6". 3" - TO AW DK (6" DEPTH) 37 × 37 × 55 7 TO UPP. & 210 DK & FCLE & UPP. DK. ALTERNATELY UPP. TW. DK. FR. & LOWER TW. DK. INTERMEDIATE FR. 7" × 37" × 40" 7 (18" SCARPHED) 3½". 3½". 40" IT DOUBLE IN ENGINE SPACE 3½. 3½. 50 T. DOUBLED UNDER B. BEARERS 3½". 3½". 40" T. INTERMEDIATE REV. FRAMES 7". 3". 42" T. ON SKELETON FLOOR SY2". 50" T. TO UPP. DK. EXCEPT FR. Nº 88 WHERE 5 12. 50" ANG. TOP OF FLOOR 3%" FLE 35" x 35" x 40" 7 " REV. FRAMES 7" x 3" x 42" TON SKELETON FLOOR SHEER ANGLE 6.3% 40 7 BOAT DECK. FORE BOAT DECK. SHEER ANG . 6 - 3% - 40 FORECASTLE DECK. WEB FRAMES. PANTING STRINGER. WEB FRAMES IN FORE HOLD 27 x .48" WEB PL. FACE ANG. 7" x 31/2" x .64" L 30" - 30" - 30" - 23" - 44" WEB. PL. FACE ANG. 7" - 3" x . 64" L. WEB PL. 30" . 24" x . 40" FACE 31/2" FLANGED. PANTING BMS. 12" x 3"2" x 3"2" x . GO" L BEAMS 6" . 31/2" . . 40" 7 TO ALT. FR. DECK GIRDER UNDER SIDE COAMING 44, 30 ABOVE DK. END . 44" WEB PL BMS: 16/2". 36" SIDE COAMING .44", 30 ABOVE DK. SIDE COAMING 44", 30 ABOVE DK. 4-3-44 TEAT TOP & BOTTOM. 38" D.P. 46 38" 4' + 3" + 44" AT TOP & BOTTOM BEAMS 9½" × 3½" × 3½" × 3½" × 3½" × 3½" × 3½" × 3½" × 3½" × 3½ × 56" TO EVERY FR. H. END BMS. 9½" × 3½ × 56" TO EVERY FRAME

BEAMS 9½" × 3½ × 56" TO EVERY FRAME

BEAMS 9½" × 3½ × 56" TO EVERY FRAME

BEAMS 9½" × 3½ × 56" TO EVERY FRAME

BEAMS 9½" × 3½ × 56" TO EVERY FRAME

BEAMS 9½" × 3½ × 56" TO EVERY FRAME

BEAMS 9½" × 3½ × 56" TO EVERY FRAME 3 O. P. WOOD SHEATHING. 0 8 36 .38 Me G HATCH 26-0" 18-0" DECK GIRDER LINDER Nº 3 HATCH 21-8-18-0 SIDE COAMING .50" WEB PL BMS . 15 x 36 4 . 3 . . 44 TF AT TOP & 4.3.44 TEAT TOP & BOTTOM 40" 4.3.44 TEAT TOP & BOTTOM - BEAMS 10" 3"2" 575" 7 TO ALT FR. HALF BEAMS IN WAY OF HATCHWAYS 8" 3" 425" 7 TO EVERY FR. BEAMS 8" · 3" · 425" 7 TO EVERY FR BEAMS 10" 31/2" 575" I TO ALT! FR. HALF BEAMS 8" 3" 425" I TO EVERY FR. BEAMS 8/2" x 3/2" x 525" T TO ALT. FR. SECOND DECK. SIDE STRINGER INT! . 44" FLANGED TO SHELL FACE BAR 7" x 3%" x .58" L ENGINE & BOILER OPENING. SIDE COAMING 50 .40 TANK.
END 40 (UNDER) Nº 5 HATCH 30-4-18-0"
SIDE COAMING .54"
WEB PL. BMS. 17/2".36" SIDE COAMING .50"

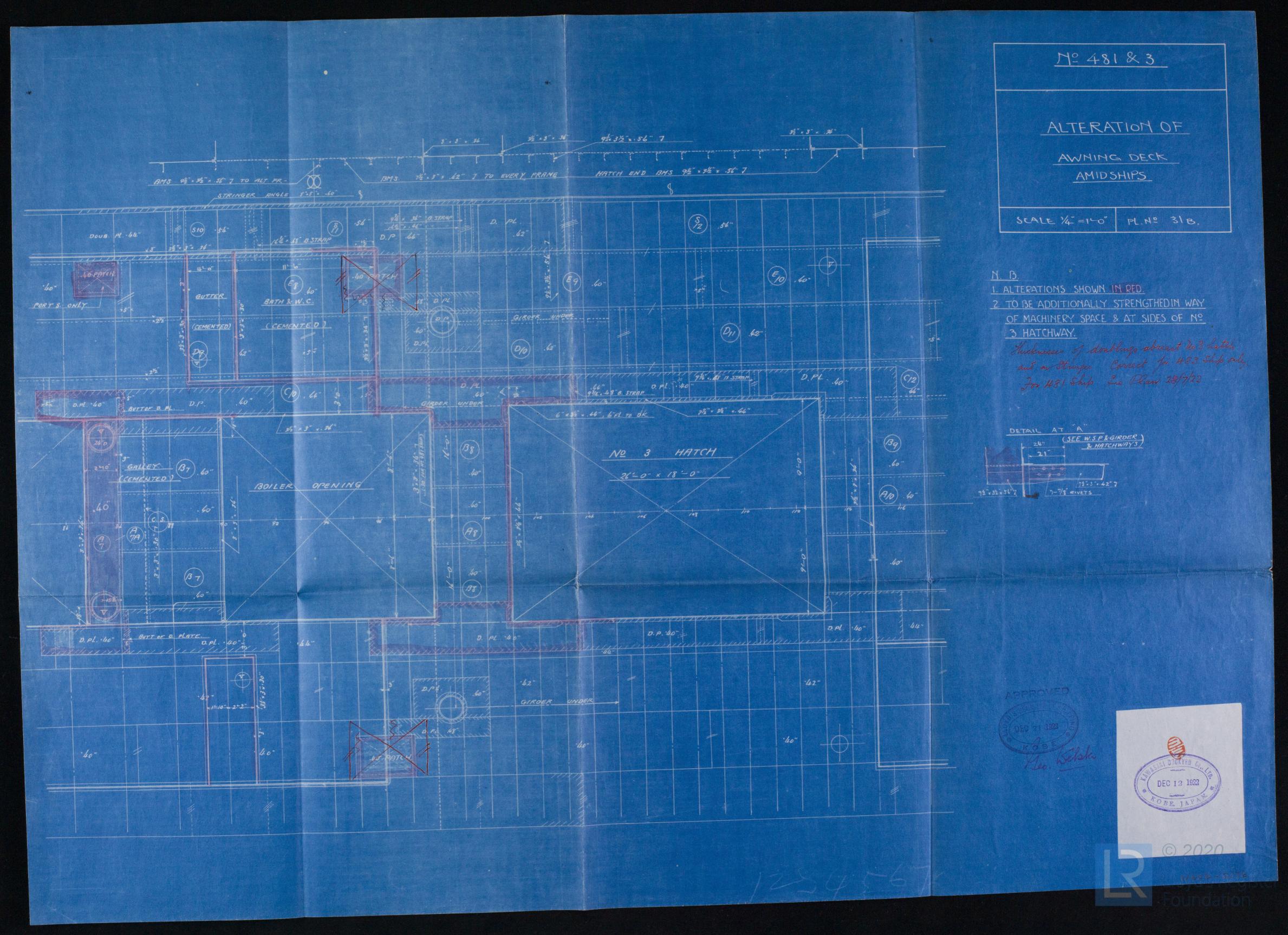
WEB PL BMS . IG x 3G OT HATCH .40 O.T. BHD. WEB PL BMS. 16"x .36" 4.3.44 TE AT TOP & BOTTOM ONG TUDINAL O.T. BULKHEAD 80 38 40 - 42 44 46 48 50 57 54 8G

APPROVED PLAN D. Kawasaki Nos 48/+483
Alterations to awaing Deck amedalups

3/5 RHINE MARY, Nº 481. Kobe Rpt. hu 3920.



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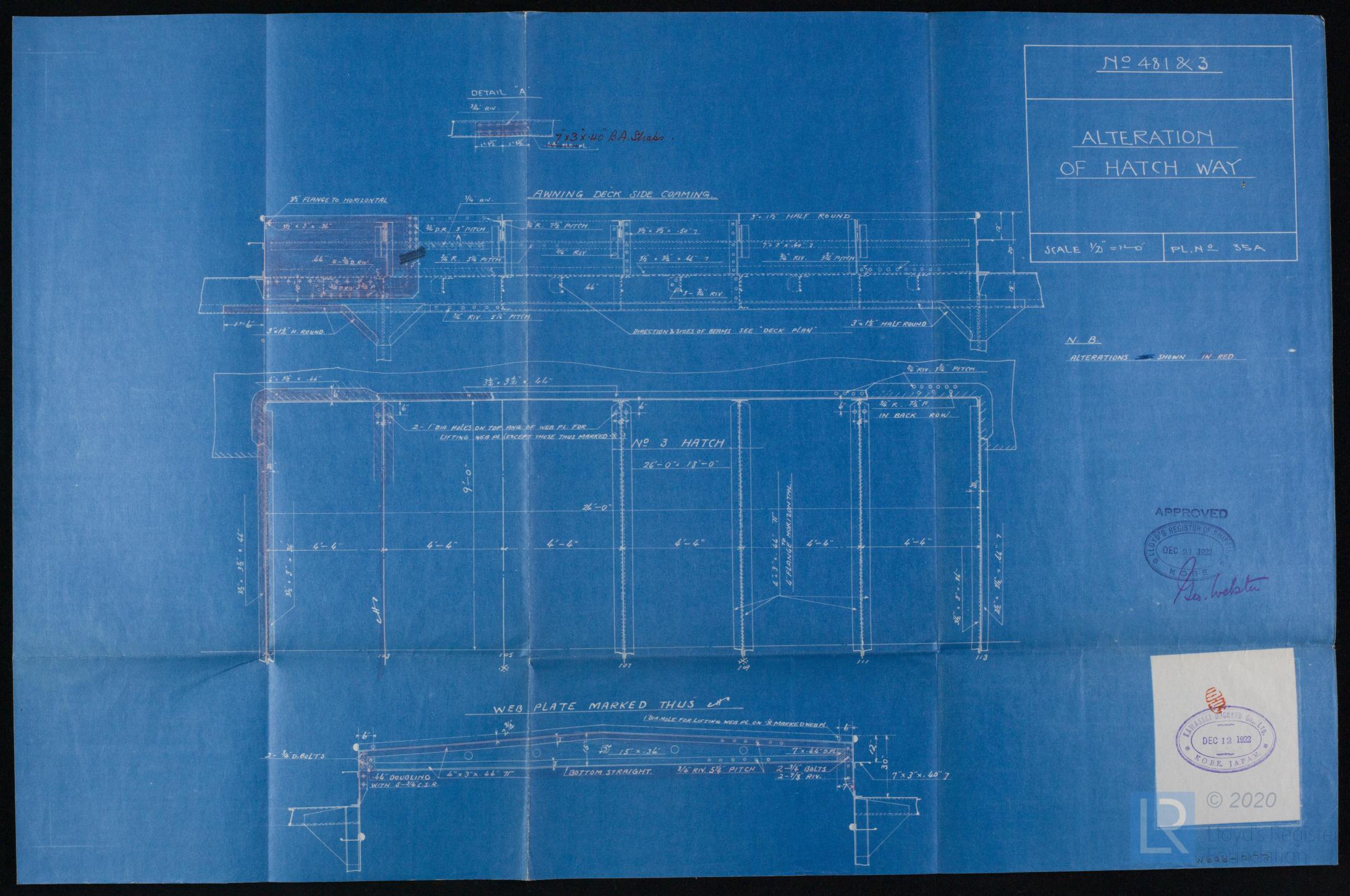
APPROVED PLAN "C"

Kawasake no 48/4 483 alteration to no 3 Hatch

Sto RHINE MARY. Nº 481 Kobo Rpt no 3920



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APPROVED PLAN "B"
Kawasaki No 48/4 483

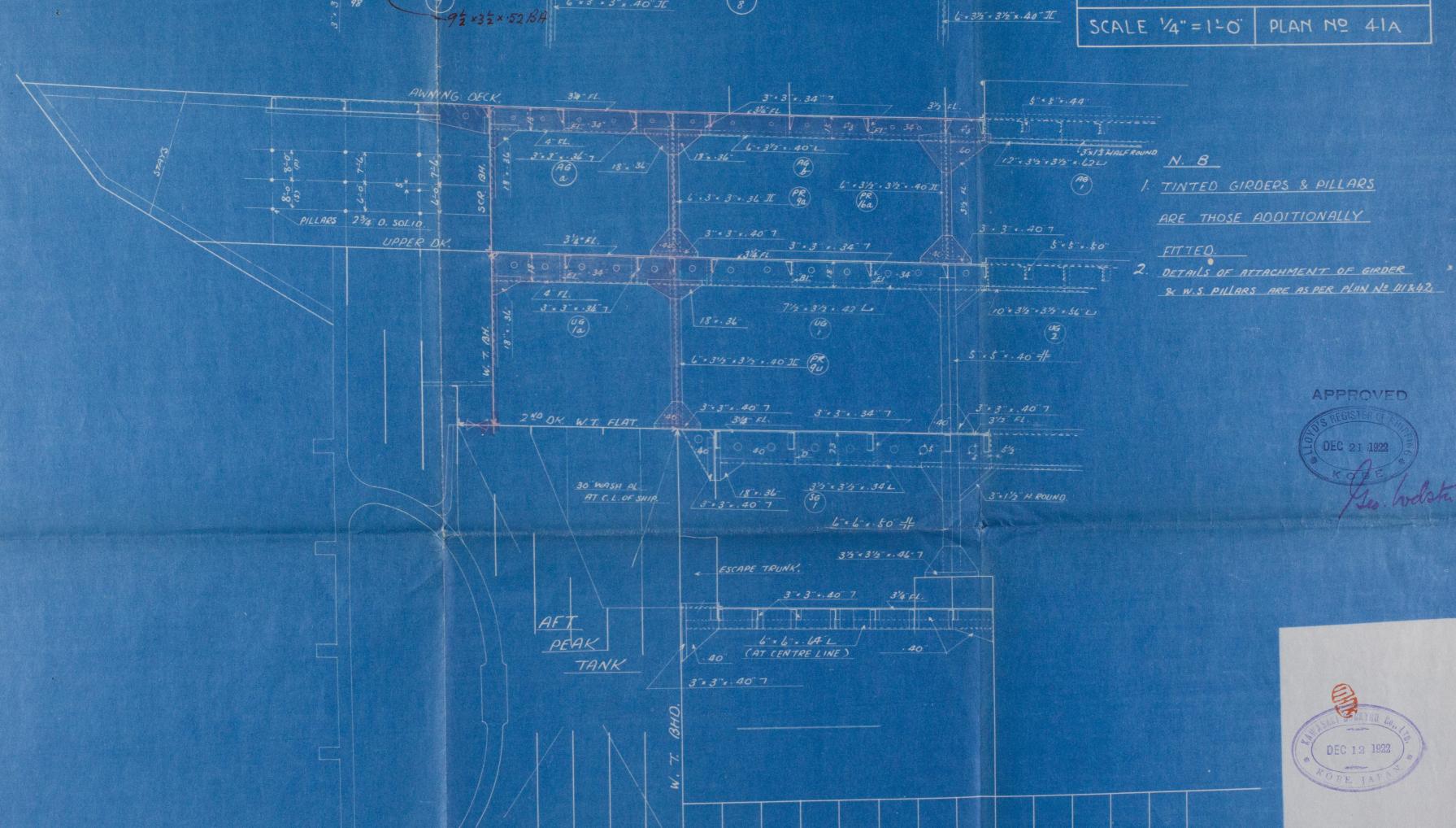
Alterations at Oft End
and at 403 Hatchway

3/5 RHINE MARU Nº481. Wobe Rept no 3920





Nº481&3.



Nº 3 HATCH 3" 15" HALF ROUND

3 . 3 . 34

W606-0178

APPROVED PLAN A"

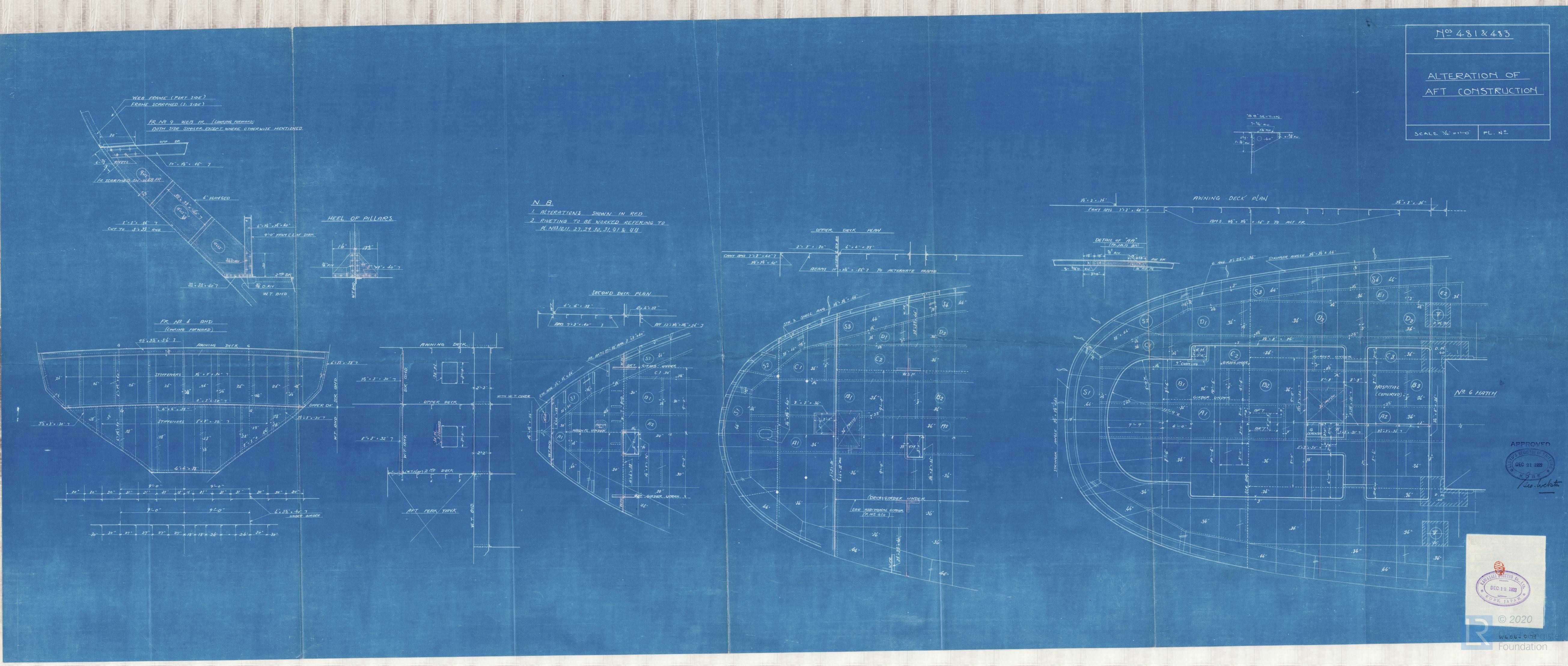
Kawasaki no 481+483

Attenations to Aft lub Construction

8/s RHINE MARU Nº481. Wobe Rept no 3920

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NO. 481 SHIP. S.S. "RHINE- MARU".

Kobe Rpt no 3920

MIDSHIP SECTION.

Hull Design. Dept. Kawasaki Dockyd & Co.

DATE.....





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Lloyd's Register

MIDSHIP SECTION. SCANTLING NUMBERS PRINCIPAL DIMENSIONS LENGTH BETWEEN P. P. BREADTH MOULDED

DEPTH " TO AW SCALE 12" = 1'-0" 405 DEPTH "... VP. & AW. DKS HEIGHT BETWEEN UP. & AW. DKS TO CLASS TEISHINSHO RULE 1ST CLASS VESSEL & 33,210 40 TO AW DK 10.95 LLOYD'S 100 AI WITH FREE BOARD. 25'-5" IN MACH SPACE CASING TOP PLATING 30", BEAMS 3/2.3.34 7. 30 APART. FORGING & CASTINGS STEM OF ROLLED MILD STEEL 102 x 234" WOOD DK. 5" x 3" O. P. STR. PL. 54" x . 30" 6" x 32" x . 40" 7 32" x 3" x . 34" 7 STERN FR. (PROP. POST. 10/2" x 7/2" JOF CAST STEEL. 9" ×71/2") STRINGER PL. 35. 34" RUDDER FRAME OF CAST STEEL AS PER DETAIL PLAN. 32 x 3 12 x . 34" EQUIPMENT NUMBER:

LONGITUDINAL NUMBER = 33.210

ERECTIONS (405 × 8 × 0.75) + (3/.45 × 6.25 × 0.75) = 2.577.42

DECK HOUSES (26+52)×75×0.5 = 2/92.50

" (16.25×8.75 + 44.96×7.75)×0.5 = 2.45.31 3"x 3"x . 30" 7 BOAT DECK BMS 6" 3" x 40" 7 TO ALT. FR. 12"x .40"/ NN 12"x.36" IN FOLE OK. = 36,325.23 CASING . 26" PL. . 30" WHERE EXPOSED, CORMING PL. . 34" EQUIPMENT. 72 x 3 x 425 7 3 BOWER ANCHORS (STOCKLESS)

| STREAM ANCHOR (COMMON)
| KEDGE " (") CORMING ANG. 32"x 3"x .34" 61 C.W.T. EACH 32 × 3 × 34" 7 30" APART. TO EVE. FR. STIFF \$ 3"x 3"x . 30" 7 3% x 3"x . 30" 7 WHERE EXPOSED , 30" APART. 21'x.42' THE STUD CHAIN CABLE

WE STEEL WIRE FOR STREAM ANCHOR

TOW LINE

COILS OF 8" MANILLA 270 FATHOMS 8'- 6"(E&B) RAIL 52 x 3" . 35" -7 IN WAY 5 × 3 × .40" ANG. 30" " EACH OF MIDSHIP ACCOMMODATION 26" APART. STR. PL. 55 x.5 4" _ 35"×.44" WOOD DK. 3" O.P. IN WAY OF ACCOMMODATION 35 × 3 × · 34 " 5 x 5 "x.60 3× 3× 34 -/32:32: 1/44" AWN. OK. ROWS OF RIVETS IN BUTT 12 LX ENOS AWNING OK STRINGER PLATE AWN. DK. BEAMS: - 72 x 3 x 425 7 TO EVE FR WHERE NO WOOD DK FITTED. PLATING 192" x 32" x . 56" I TO ALT FR. IN WAY OF ACCOMMUDATION,
UNDER FORECASTLE DK & HATCH END BEAMS. UPPER " STRINGER PLATE 22" x.42" TO EV. FR. · PLATING 27 x . 54" FOR ALT. BEAMS SECOND " STRINGER PLATE 'M' SHEER STRAKE 47 x.68"- . 46 " PLATING EXCEPT TOP OF DEEP TANK STRAKE BELOW SHEER STRAKE SIDE PLATING OF SHELL E. & B. CESING 30" COMMING PL . 40"

COMMING ANG: 3½ × 3½ × .40"

STIFF\$ 3"× 3"× .34" 7 FOR A. CASING) 26" APART

" 35"× 3"× 34" 7 ... E, ... MIDDLE STRAKE OF INNER BOTTOM PLATING.
INNER BOTTOM PLATING 1 L 18 2.66" - 46 (49" BY RIVE) MARGIN PLATE CENTRE GIRDER FORECASTLE DK. STRINGER PLATE PLATING. STR. PL 47" x 48" - 35 x 44" MACHINERY SPACE STR & SHELL ANG 3% x 3% x 48 - 4 /4 UPP. DK. BEAMS:- 8" * 3" × 42 5" 7 TO EVE. FR. AT SIDES OF

CARGO HATCHWAYS & (E & B) OPENINGS & 82" 32" . 525" TO ALT. FR. IN FORE PEAK.

10" × 32" × · 575" 7 TO ALT. FR. ELSEWHERE. 28"x .54" RIVETING STRONG BEAMS IN MACH. SPACE :- 7" 32" x 50" ANG PL. 13" x 60 L ZI IN NUMBER. ITEMS FRAME TO SHELL 7. 5/2 IN PEAK & DEEP TANKS, & IN DOUBLE BOTTOM BEFORE & L & ALSO INMACH. SPACE SIDE PLATING 'F'- K' 62-46.

OZ: INCREASED IN THICKNESS WHERE
TWO SIDE STRINGERS ARE DISPENSED WITH " REV FR " " MACH. SPACE 3½, 4 IN 4 PLE BUTT LAP 5-FOR I'S RIV. 6-FOR I RIV. 7-FOR "KIRIV. IN NO BETWEEN FRS. & 4 DIA. CS TOCS AT ENDS 7.6 ON BEAMS TO ALT. FR & IN DEEP TANK W.S. PILLARS & GIRDERS AS PER STRUCTURAL PROFILE DK . PLATE TO BMS BUTTS OF STRINGER PL. GUNWALE ANG.

OK. STR. "

DOUBLE BOTTOM BUTTS OF MARGIN PL & CENTRE GIRDER.
BUTTS & EDGES OF INNER BOTTOM PL. DK PL .34 - 30" LO" OVER DEEP TANK STR & SHELL ANG 32 x 3/2 x 4/8 - 44 SIDE STRINGER IN MACH. SPACE

7' × 3'2' × 58" FACE BAR

WITH INTERCOSTAL PL . 44"

FITTED IN LINE OF 2ND DK. KEEL FLOOR PL. TO FR. & REV. FR 34 CAMBER FOR \$3'0" ON ALL OKS. ANG. AT TOP OF CENTRE GIRDER 7, 5 WHERE CRGS W. T. 4 RIV. IN Nº BETWEEN FRS.

4/2 EXCEPT BOUNDARY BHO OF DEEP TANK.

WHERE 3½

5, 4/2 FOR SINGLE RIV. ANGLES. 2ND DK. BEAMS: 12" x 32" x 60"] TO ALT. FR TOP & BOTTOM ANG ON SIDE GIRDER 7" x 3" x · 40"] TO EVE. FR. IN PEAKS

DEEP TANK, TOP-82" x 3" · 42" 44"] TO " WITH 3 ROWS OF GIRDER

HATCH END BEAMS IN DEEP TANK 10" x 32" x · 58"] BULKHEAD BOUNDARY ANGLES
" STIFFENERS
SIDE STR. FACE ANGLE. 29" x .50" IN PEAKS 7 EXCEPT IN DEEP TANK WHERE 6 W. S. PILL PLANSE OF INTERCOSTAL PL. 4RIV. IN NO BETWEEN FRS.

W. S. PILLARS & GIRDER'S EXCEPT GIRDER TO DK.

INTERCOSTAL PL. OF DK. GIRDER TO DK. SHELL PL. TO STEM & STERN FRAME. FRAMING:
SPACE 26 & 24 IN PEAKS

HOLD:- 92 × 3/2 × 55" I EXTEND TO UPP & ZNO DKS ALTEY, & UPP & FCLE DKS

ALTEY IN WAY OF FCLE DK

USB TW. DK & ERECTION SIDE INTERMEDIATE FRS. 7" DOUBLE BOTTOM:-CENTRE GIRDER 43" x . 50" - . 40", . 60" IN B. SP. SIDE " . 40" - . 36" . 50" IN B. SP. FR. 10"x 32"x 34" x . 50] REV. FR. 34 x 35 x 50 7 W. T. BULKHEADS 7 IN NUMBER EXTEND TO UPPER DECK
EXCEPT COLLISION & AFT END BHO OF DEEP TANK
WHICH FORMER EXTEND TO AWN. DK & THE LATER ALTE IN WAY OF FCLE DK

LOWER TW. DK. INTERMEDIATE; UPP. TW. DK & ERECTION SIDE INTERMEDIATE FRS, 7 *3½ × 40 7

WITH PARTIAL BHDS IN UPP. & LOWER TW. DKS AS PER PROFILE

FORE PEAK:

7 **3½ **44 7 EXTEND TO UPP. & FCLE DKS ALTERNATELY:

INTERMEDIATE TW. OK. FRS. 6 ** 3½ ** 38 7

AFT PEAK:— FR. 6 ** 3½ ** 38 7 ... UPP. ... EXTEND TO SECOND DK. BULKHEAD STIFFENERS AS IN FOLLOWING TABLE:-FL. PL. & T. SIDE BRACKETS 40" - 36", 50" IN B. SP. INNER BOTTOM PLATING.
M. LINE STRAKE 43" x . 50" - . 40", 56 IN B. SP DEPTH OF FR. 6" LOWER TWEEN DECK UPPER TWEEN DECK 40" - 36" .48" IN ESP, S6 IN B SP WEB FRAMES AT FORE END HOLD

48" UNDER MATCHWAY IN DEEP TANK.

TO EVE FR. UNDER E. SP, BEFORE

Nº 4. HOLD ALSO UNDER B. BEARERS & W.FR.W. DEEP TANK: -WEB PL. 23" 44", FACE ANG. 7" 32" 46" 7 FRAME Nº STIFFENERS SPACING STIFFENERS SPACING STIFFENERS SPACING OTHER "40 - 36 M EST, 36 IN EST, 36 IN EST, 48" UNDER HATCHWAY IN DEEF TANK.

FRAMING: - SOLIO FL. TO EVE FR. UNDER E. SP., BEFORE

3/5 L & & Nº 4 HOLD ALSO UNDER B. BEARERS &
W. S. P.& BHOS. TO ALT. FR. ELSE WHERE.

FRAMES 3/2" × 3/2" × 40" T., DOUBLED BEFORE 3/6 L &
REV. FR. ", 50" IN B. SP., DOUBLED IN
E. SP. & UNDER B. BEARER 41" 42" × 60" TF. FR. Nº 9 7.3.40" B. ANG. 24" 5".3".32" ANG 30" SHELL ANG . 35 . 32 . 44 SINGLE MACH. SPACE; - 10" × 3½" × 32" × 50" J WITH REV. 3½" × 3½" × 50" ¬

EXCEPT FR. Nº 88 WHERE 5" × 3½" × 50" ¬. ALL EXTEND TO UPP. DX.

UPP. TW. OK. FR. 9" × 3½" × 40" ¬. " 58 9 x 3/2 x 525 B. AND 24" PANTING STR. 27 x · 38" FACE 4" FLANGED 30" x · 40" IN FORE PEAK TANK.

SHELL ANG 6" x 6" x · 4 8" SINGLE. 169 105945-3185-318 7. VISTOF 1013/2018 3 24 " 177 H. 8 x 3 t x 45" 7 48 UNDER 5 x 3 x · 40" " 24" 32 x 3 x · 30" ANG. 24" LONG! BHD 8".32".40" 7 26" GUSSET ANG 3/2 +3/2 + 40"
TO EVERY 3RD FR & W. FR !. 2/2 CEILING ON 2" CROSS BATTEN EXCEPT IN DEEP TANK. GUSSET ANG . 32 × 3/2 × 40/IN E. SP. O FLANGING IN E.SP. & BEFORE 3/8LX WHERE 3/2"x3/2"x140" ANG FITTED. 32"x 32"x · 50" - · 48" DOUBLE IN E. SP. ... 6 x 6"4.46" - 44" 5/m F. SP & FORWARD, 32 x 32 x 40 SINGLE IN AFTER HOLDS, 12-75 RIV. 7-76 RIV. & 6-18 RIV. AT AFTEND AFTER HOLDS, SINGLE 42" x 44" x . 60" - . 56" ELSEWHERE 24×18" 48 TS.GIRGER VE ANG 3 x 3"1.40 ANG 50" IN B. SP. 150 6x6x .46/7 14-78 KIN 5"x 5"x.56" 7 SINGLE WITH 15-34" RIV 3/2 × 3/2 × .40" - 32"x 32"x 40" 7 WITH 34"RIV P=50 30"x 18" 4"x 4"x .48 BILGE KEEL 6:4:50 T 9:461 35 × 35 × 40 7 42 x 4/2 x 60 - 56 NO MAN HOLES IN FLOOR & SIDE GIRDERS UNDER W.S. PILLARS. 47" 1.00" - .70 BOTTOM PLATING (A'-E') 64"-48" 24-0" BOSS PLATING 3- STRAKES ('A'='C') TO MAINTAIN INTERMEDIATE FRAME MIDSHIP THICKNESS TO COLLISION BHD. 36 BOTTOM FORWARD STRENGTHENED AS 0 7 × 3 × · 42 7 7× 32× · 525 7 B SP 0 0 32 x 3/2 x . 40" 7 . 50" IN B. SP. 3" FLANGED. 7:3:42 J 7:32 x 525 7 IN 8.5P. 32 x 32 x 40" 7 , 50" IN S. SP. 403650" IN 8.5P. 72 ×32 × 44]

W606-0174

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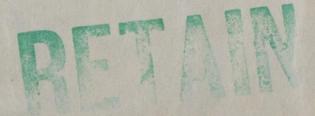
Builders No. 481.

S.S. " Rhine-Maru "

Boiler.

Nobe Rpt ho 3920.

Drawing No.





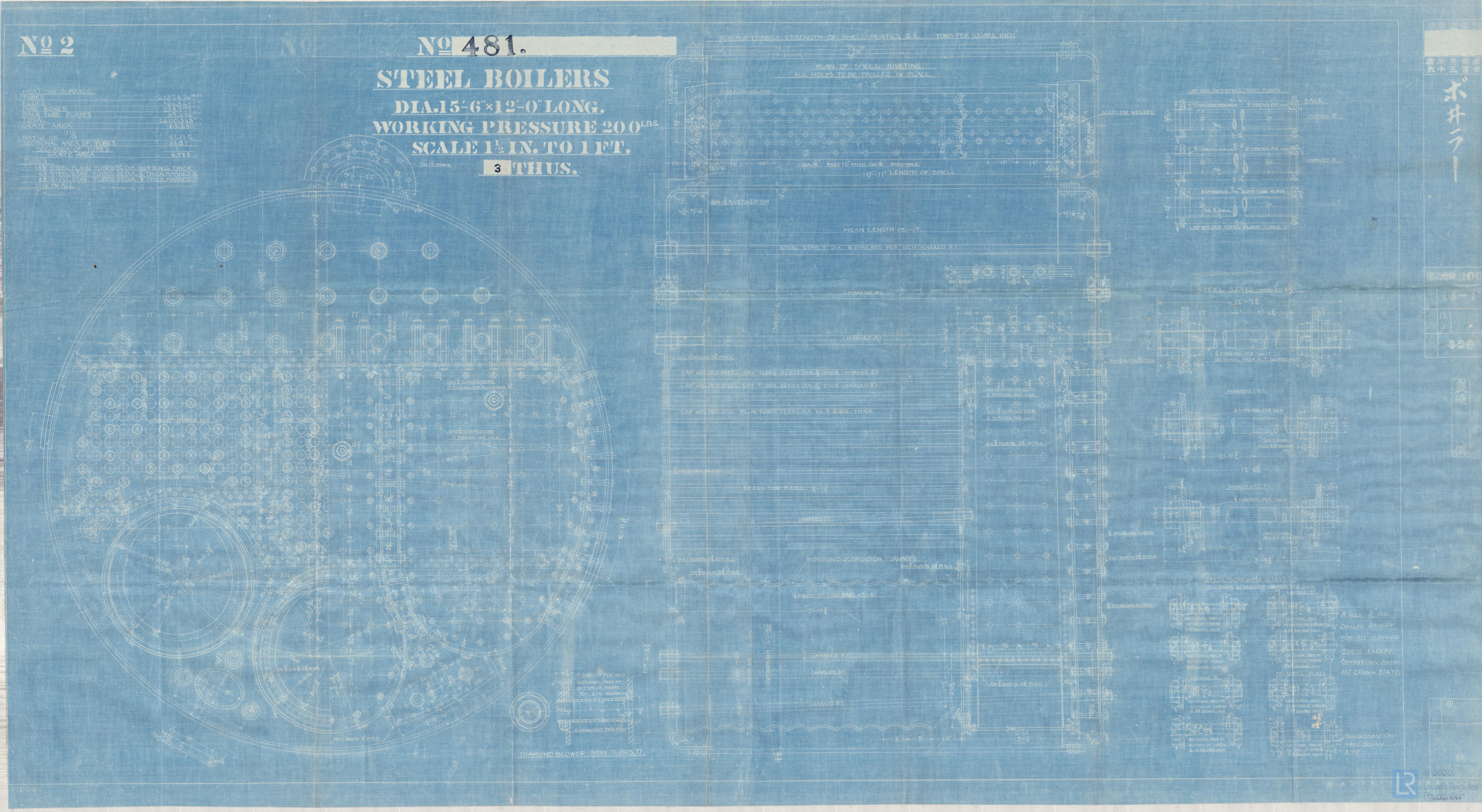
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W606-0180



Lo accompany Kohe Rft no 6148 9's BORDEAUX MARI

KAWASAKI DOCKYARD Co., LTD.

Builders No. 1 8 7 8.

S. S. Turbine Steamer "Rhine" & "Bordeaux".

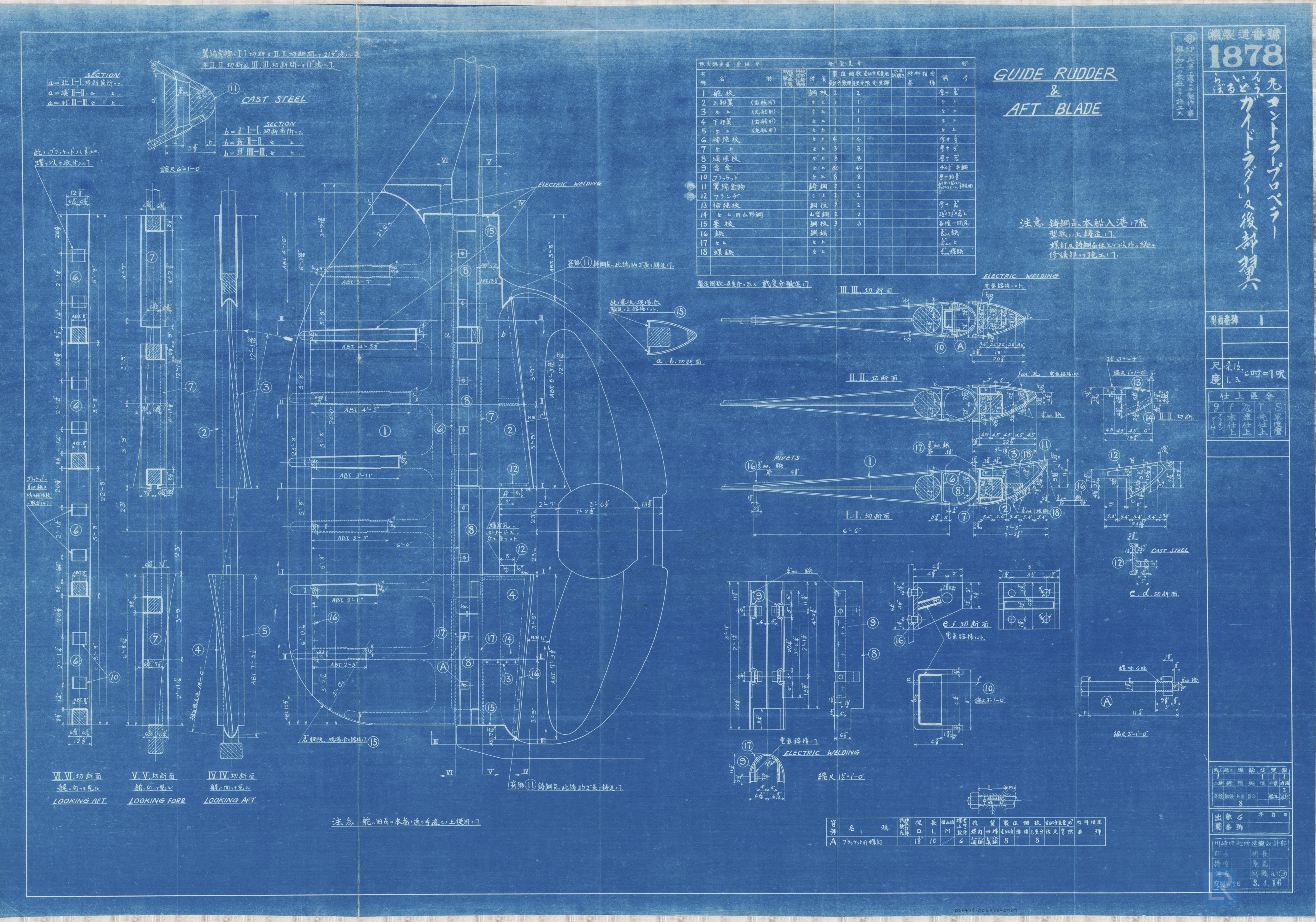
Contrapropeller

Guide Rudder and Aft. Blades.

Drawing No. 1







To accompany Kobe Rft ho 6148
% Bordeaux mam

KAWASAKI DOCKYARD Co., LTD.

Builders No. 1 6 7 8.

S. S. Turbine Steamer "Rhine" & "Bordeaux".

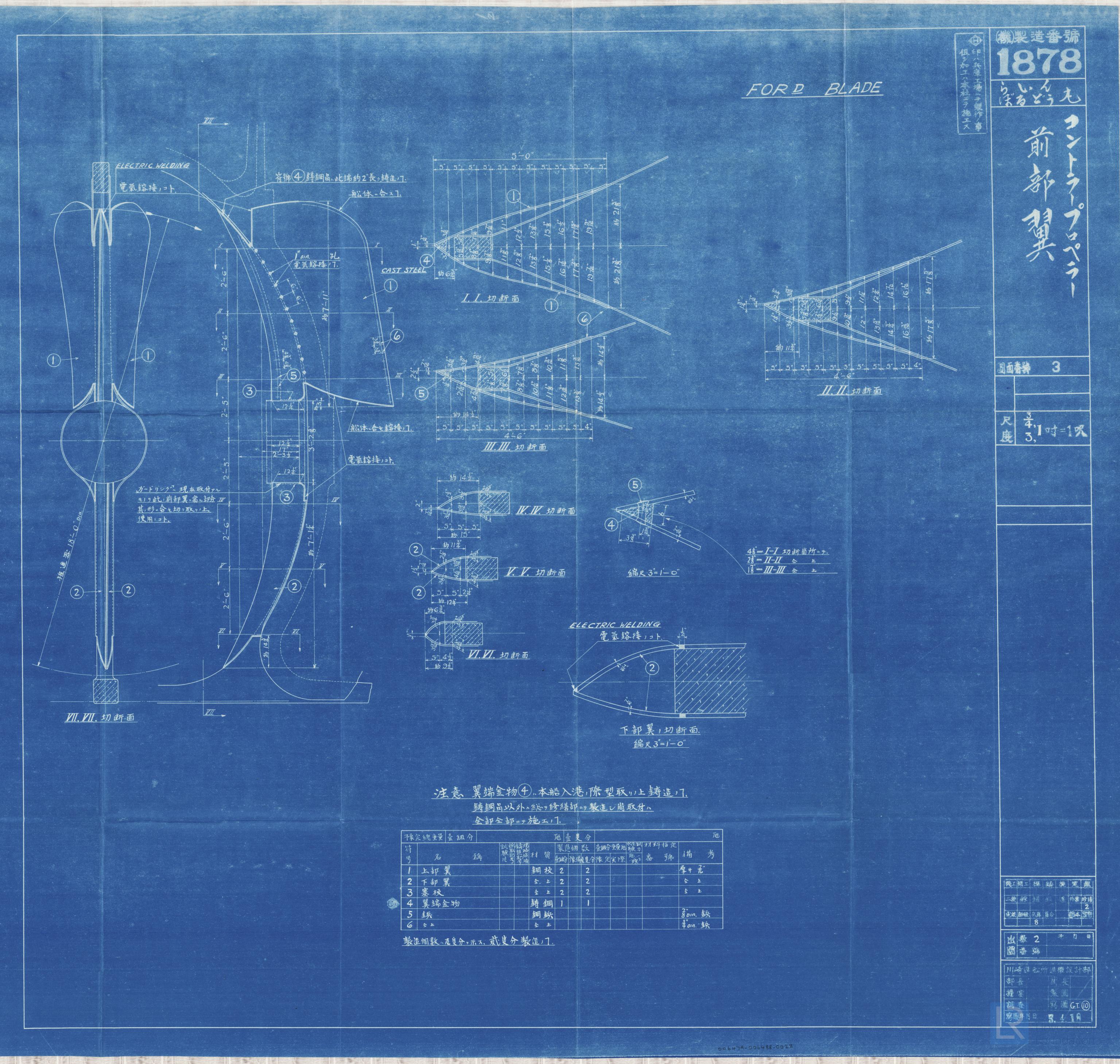
Contrapropeller

For'd Blades.

Drawing No. 3



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To accompany Hobs RH ho 6148 8/5 Bordeaux Marn

KAWASAKI DOCKYARD Co., LTD.

Builders No. 1 8 7 8.

S. S. Turbine Steamer "Rhine" & "Bordeaux".

General Arrangement of

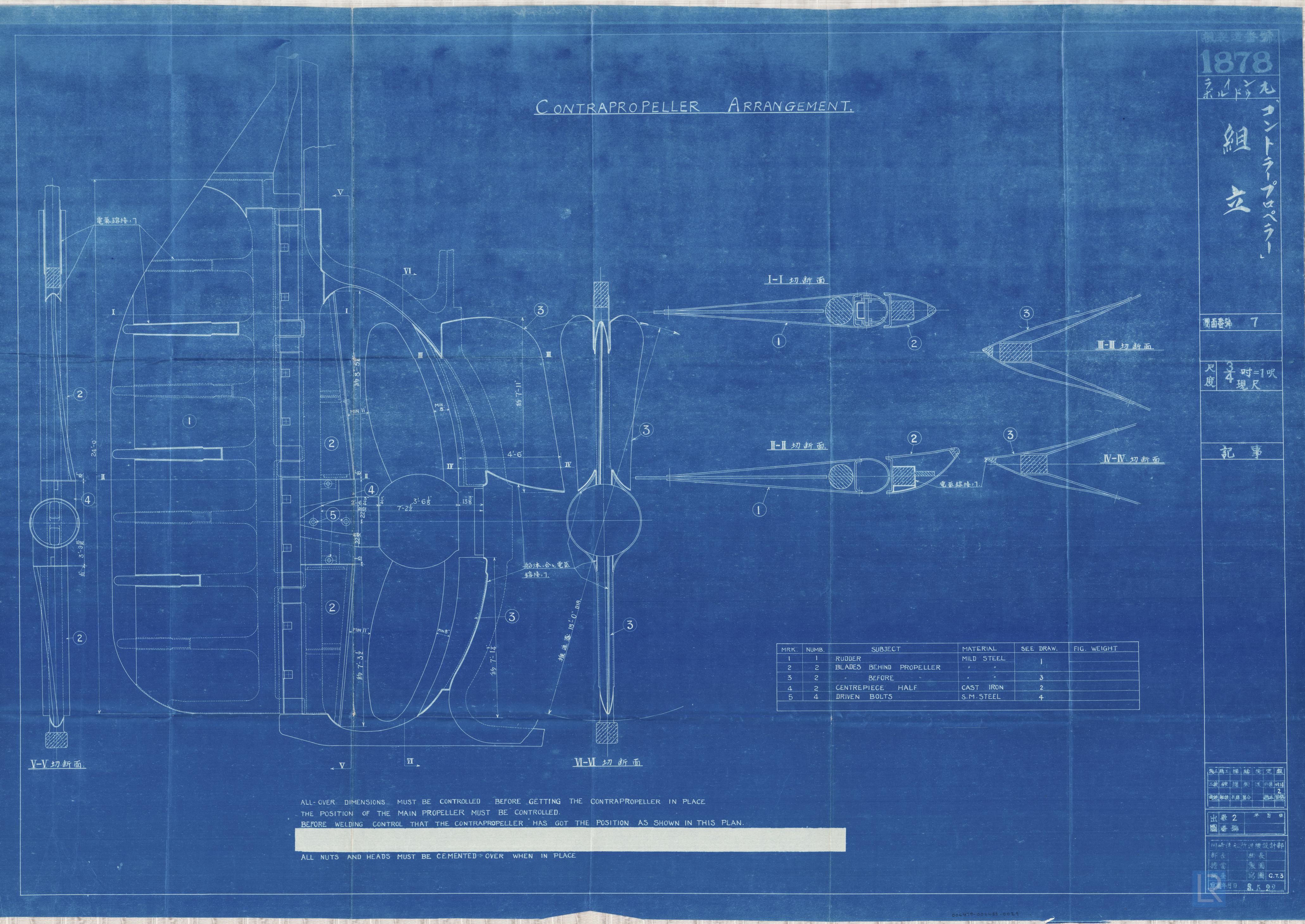
Contrapropeller.

Drawing No.



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Lo accompany. Kobe Report no 6148 95. BORDEAUX MARO

KAWASAKI DOCKYARD Co., LTD.

Builders No. 1 8 7 8.

S. S. Turbine Steamer
"Rhine" & "Boldeaux".

Contrapropeller

Center-pieces.

Drawing No. 2





